

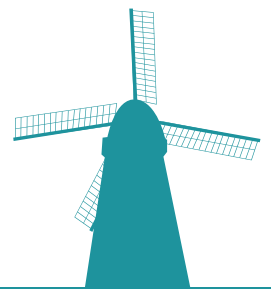
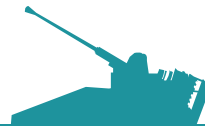
Eastleigh Borough Local Plan 2016-2036



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Correspondence with Highways England & Network Rail

June 2018



This background paper supports the Eastleigh Borough Local Plan and provides background information on the potential impact of new development on existing road and rail infrastructure. This document is not on deposit for consultation and is background evidence.

Any queries regarding the document should be sent to:

Email: localplan@eastleigh.gov.uk

Website: www.eastleigh.gov.uk/localplan2016-2036

Address: Local Plan team, Eastleigh Borough Council,
Eastleigh House, Upper Market Street, Eastleigh SO50 9YN



14 December 2016

Our ref:
Your ref:

Patrick Blake
Area 3 Spatial Planning Manager
Highways England
Bridge House
1 Walnut Tree Close
Guildford
Surrey
GU1 4LZ

Toby Ayling
Regeneration and Planning Policy
Eastleigh Borough Council
Eastleigh House
Upper Market Street
Eastleigh
SO50 9YN

Dear Mr Ayling

EASTLEIGH LOCAL PLAN AND THE STRATEGIC ROAD NETWORK

Highways England's role is to operate, maintain and modernise the strategic road network (SRN) in line with the Roads Investment Strategy, reflecting public interest and to provide effective stewardship of the network's long term operation and integrity. In the case of the Eastleigh Borough Council this relates to the M27 and M3. We would be concerned if any material increase in traffic were to occur on the SRN as a result of planned growth Eastleigh without careful consideration of mitigation measures. It is important that the Local Plan provides the planning policy framework to ensure development cannot progress without the appropriate infrastructure in place.

When considering proposals for growth, any impacts on the SRN will need to be identified and mitigated as far as reasonably possible. We will support a local authority proposal that considers sustainable measures which manage down demand and reduces the need to travel. Infrastructure improvements on the SRN should only be considered as a last resort. Proposed new growth will need to be considered in the context of the cumulative impact from already proposed development on the M27 and M3. We look forward to discussions to ensure the impacts to the SRN from proposals are considered and an identification of an appropriate package of mitigation measures.

Highways England strongly supports Eastleigh's commitment to work with partners to address infrastructure constraints to ensure new development can be accommodated. We look forward to working with all parties which include Eastleigh Borough Council, Southampton City Council and Hampshire County Council to identify and produce a



robust transport strategy which would inform the size and scale of development deliverable within the Eastleigh area. This will form a key piece of evidence to demonstrate the Local Plan is sound, therefore it is important that any identified mitigation has a reasonable prospect of delivery within the timescales of when the growth is planned.

For background, you may be interested to read the Department for Transport Circular 2/2013 (The Strategic Road Network and the Delivery of Sustainable Development) which sets out the way Highways England will engage with communities, local authorities, and the development industry to deliver development and, thus, economic growth, whilst safeguarding the primary function and purpose of the SRN. Please see the following link: <https://www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development>

In response to your specific questions:

1. Whether there are any proposals for the delivery of Junction 6 of the M27 during the period to 2036 (the current Local Plan period).

We have no plans to pursue a Junction 6 on the M27 as we do not believe one can be delivered within the requirements of Design Manual for Roads and Bridges. Any J6 would potentially undermine the purpose of a SRN route as it would encourage more junction hopping which is already a known issue in this area. It would need to be demonstrated how a potential J6 could be delivered before being included as critical mitigation for growth proposals.

2. Whether there is currently any capacity for additional traffic at Junctions 5 and 7 of the M27 and if not the potential for delivering additional capacity by 2036.

Junction 5 has recently been upgraded to relieve existing congestion and provide some future capacity. However any further proposals in the area should be assessed in conjunction with other highway proposals being considered by Hampshire County Council. J7 has existing issues which may be the subject of a forthcoming scheme. However that scheme will only address current issues and known committed development. Any further proposals should be assessed and if required mitigation offered.

3. Whether there is capacity for additional traffic at Junction 12 of the M3 and if not the potential for delivering additional capacity by 2036.

The improvements to junction 12, identified within the Roads Investment Strategy (M3 12-14 improved slip roads) are centred around the merge and diverge points on the slip roads with the mainline carriageway. Planned designs are at an early phase at present and engagement with key stakeholders including Eastleigh Borough Council and Hampshire County Council will be undertaken when proposals are sufficiently developed.

Highways England has recently undertaken an evidence collection phase to assist with the preparation of our route strategies. These route strategies (In this case the M25 to Solent) are key evidence documents that assist Government with producing the Roads Investment Strategy 2 and investment plan (For the period 2020-2025). This evidence will be analysed to correlate and interrogate any supporting information identifying the need for further improvements along this route, including the M3 junction 12 for the next roads period and beyond.

As with other parts of the network capacity would be available depending on the time of day travelled. However unless there is effective travel demand management in place or the availability of alternative sustainable transport measures the majority of development traffic is likely to use the strategic road network during the peak periods when there is limited capacity.

4. What the status is of the proposed Southampton Eastern Access package, what details are now available and what is the anticipated programme for delivery.

M27 Junction 5 (Southampton Airport) to Junction 8 (A3024): widening and signalisation of slip roads and access routes to junction 8, and replacement of rail bridges in Southampton (on local road network) to reduce pressure on the motorway.

We still at the stage of identifying viable options for a positive business case, but as we stand it is intended to commence construction by 2020.

5. An update on the Smart Motorways proposals for the M3 and M27 through the Borough would also be extremely useful.

Proposals are still at an early design stage but are due to be delivered as per the timescales outlined in RIS.

The M3 SMART project is currently programmed to commence construction after the M27 SMART project has completed and before the end of this roads period (March 2020). Careful consideration of this project and a range of schemes for South Hampshire (Including the M3 Junctions 14 -12, 11-10 and M3 junction 9), is being undertaken to ensure a coordinated corridor of improvements are delivered. Works will be combined/ staged where possible to minimise the construction impacts to road users and the local communities.



6. Finally, you mentioned the Route Strategies covering the period 2020-2025. The Council will be keen to ensure its strategies including the Local Plan are aligned. Therefore please keep us informed of these strategies as they emerge.

Eastleigh was consulted on these back in summer 2016. Any representations they made will be included in the updated strategies which are due to be published in spring 2017. Any local plan proposals which emerge will be incorporated in any further dates in future years.

I hope this is helpful

Yours sincerely

A handwritten signature in dark ink, appearing to be "Patrick Blake", written over a series of horizontal lines that serve as a guide for the signature's length and placement.

Patrick Blake
Area 3 Spatial Planning Manager

Network Rail and Eastleigh Local Plan – Agreed Meeting Note

28th February 2018

Network Rail – Jaime Rockhill

EBC – Nick Tustian (item 1 only); Olu Ashiru; Graham Tuck

1. Eastleigh town railway depot / sidings

NT explained MP had referred to potential for Network Rail to release sidings / depot land for development. Network Rail Strategic Land Holdings document refers to potential to release land at Woking, Fareham and Eastleigh.

JR explained was not aware of that document. He believes NR are considering the overall rail sidings / depot area to understand whether or not there is any scope for rationalisation.

Action: JR will seek to confirm position

Post meeting note: JR has spoken with his Route colleagues about the review of operational land at Eastleigh. JR confirms that the whole site is being looked at, not just the depot. JR has confirmed with NT that NR will keep EBC in the loop on all discussions with the MP. NR are meeting with the MP on the 21st March (the date changed from w/c 5th March). JR also confirmed to NT that he would be copied in on the post meeting letter that will be written to the MP, to ensure he is fully appraised of what was discussed at the meeting.

2. Potential for new rail station at Allington and additional services on the Eastleigh – Fareham line

JR considered that the Council's assessment set out in the SGO Background Paper (Dec 2017) and Public Transport Assessment (July 2017) was likely to be broadly correct: that the development in options D or E is unlikely to deliver a new rail station, for the reasons stated in those reports.

JR did not believe the option E Allington developers (Bovis / Hallam Land) were progressing this any further with Network Rail.

NR and TOCs do not generally fund new rail stations – any investment would need to come from developer / public sector

JR explained that NR could undertake a high level assessment to consider this further, as follows:

-Broad assessment of whether there is likely to be market demand for a new rail station, through NR Economic Analysts;

-Assessment of timetabling issues which would be generated by stopping at a new station (eg with the 3 minute delay), specifically:

- the effect on the existing hourly Portsmouth – Waterloo service (particularly regarding network capacity constraints closer to Waterloo)

-the potential of an additional service from Portsmouth stopping at all stations including a new Allington station, and going to either Winchester / Basingstoke or Eastleigh and reversing into Southampton

Action: JR to confirm what is possible and GT to provide more info on dwelling numbers and station location.

Post meeting note: JR has spoken to the “Capacity Hunter” team at NR and they have agreed to do the following work:

- A high-level assessment of the impact of a new station on current services (the outcome of this will determine whether it is looked at as an additional stop in the analysis work set out below)
- A piece of timetable analysis looking at the impact of operating an additional 1tph Portsmouth to Southampton via Eastleigh service (reversing at Eastleigh)
- A piece of timetable analysis looking at the impact of operating 2tph all day between Portsmouth and London Waterloo via Eastleigh (this should pick up the requirement to provide better connectivity to Winchester/ Basingstoke in particular and was also a recommendation in the Wessex Route Study)

The Capacity Hunter team are preparing a remit for this work that JR will share with GT and OA to get their agreement. At the same time JR will know when the work might fit into the workbank and will advise EBC.

3. Eastleigh rail chord

This was referred to in the previous London and South East Route Utilisation Strategy (RUS) but it was demonstrated that there was not a business case. It was not referred to in the latest Wessex Route Study. NR considers at this time that there is little prospect of the chord being delivered unless plans for a Solent Metro type service are progressed.

4. Solent Connectivity (Solent Metro)

JR agreed Solent Metro very uncertain, though NR will continue to engage. NR will be progressing various Continuous Modular Strategic Planning studies, including re Solent Connectivity. This study is likely to be progressed in 2019/2020, and will test the ability for more services / frequencies in the area.

NR consider it is likely that a half hourly service might be possible on the current Eastleigh – Fareham line (eg as per previous Reading – Brighton service). The timetable work detailed in item 2, above, should conform the capacity of the Botley Line. The line could also probably be doubled (though probably less easily through Fareham tunnel).

5. General Network

There are currently 24 ‘mainline’ trains per hour from across the SW network into Waterloo. The Wessex RUS identifies demand to 2043 for 13 additional ‘mainline’ trains into Waterloo (from across the SW network). The capacity for these would be created as follows:

2019 – 2024: Woking flyover – 2 services (all additional services mentioned below require Woking Flyover to have been delivered, so it is key infrastructure both in the short and long-term)

2024 – 2029: Digital railway (which includes improved signalling through in-cab signalling, and a traffic management system) btwn London and up to Woking max – 4 trains

(2024 – 2029 will also provide new flyover for freight from north at Basingstoke, and longer passing loop nr Micheldever)

2029 onwards: Crossrail 2 – slow services will divert to Crossrail at Wimbledon freeing up slow lines for 7 semi fast mainline services

There is no commitment in current Route Study to digital signalling on Eastleigh – Southampton line. There's probably capacity for 1 or 2 more services maximum but not the 6 extra per hour envisaged by Solent Metro. Route Study refers to extra platforms at Southampton Central in long term to 2043.

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